

CLAIMS

1. A fuel supply control device for a turbo-charged diesel aircraft engine comprising:

5 an altitude sensor that detects the flight altitude of the aircraft;

an ambient temperature sensor that detects the ambient air temperature of the aircraft;

10 a fuel supply amount reduction means for reducing the amount of fuel to the engine from a value determined by the engine output power requirement in accordance with the ambient air temperature when the flight altitude is higher than a predetermined altitude.

2. A fuel supply control device as set forth in claim 1, wherein the fuel supply amount reduction means
15 reduces the amount of fuel in accordance with the ambient temperature by adjusting the temperature of fuel supplied to the engine.

3. A fuel supply control device as set forth in claim 2, wherein the fuel supply amount reduction means
20 adjusts the temperature of fuel supplied to the engine using an anti-freezing fuel heater.

4. A method for controlling a fuel supply to a turbo-charged diesel aircraft engine comprising:

25 a step for detecting the flight altitude of the aircraft;

a step for detecting the ambient air temperature of the aircraft; and

30 a step for reducing the amount of fuel supplied to the engine from a value, which is determined by the engine output power requirement, in accordance with the ambient air temperature when the flight altitude is higher than a predetermined altitude.

5. A method as set forth in claim 4, wherein the step for reducing the amount of fuel supplied to the
35 engine further comprises a step for reducing the amount of fuel in accordance with the ambient temperature by adjusting the temperature of the fuel supplied to the

engine.

6. A method as set forth in claim 5, wherein the step for reducing the amount of fuel in accordance with the ambient temperature further comprises a step for
5 adjusting the temperature of fuel supplied to the engine using an anti-freezing fuel heater.